

Albuquerque Weekly Citizen.

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ALBUQUERQUE ABROAD.

The present city of Albuquerque, although having a history that reaches back only ten years, has succeeded in attracting a greater share of the world's attention than many other places which have been for centuries. We were very forcibly reminded of this fact yesterday, when in conversation with Mr. J. W. Donnelly, assistant land commissioner of the Atlantic & Pacific road, who has just returned from a somewhat protracted visit to the east. Mr. Donnelly's business took him to Washington, and from there to Chicago, Iowa, and various other places in the northwest, and wherever he went he says as soon as he registered himself as from "New Mexico," he was beset by newspaper reporters to tell what he knew about Albuquerque. Nobody wanted to know about any other point in the territory, and indeed in most cases they did not seem to know there was any other town in New Mexico. The prevailing impression seemed to be that New Mexico was a part of Albuquerque, and the reporters seemed to think that when they learned about Albuquerque, they learned about all there was to know in regard to this country.

That the name of this town is becoming familiar to the public in all parts of the country, is a fact that can no longer be questioned, and while we all take pleasure in recognizing the truth of the situation, not very many of us stop to consider by what means this end has been accomplished. While various circumstances have combined to bring about such a result, the chief credit is due to the Commercial club of Albuquerque, which devotes its energies to the special end, and is now doing more to advertise us abroad than was ever before. But no matter through what channel the information may reach the public, the fact remains that the people of the country at large now know that Albuquerque is the city of New Mexico.

POINTED AND TIMELY.

The Optic has a leading editorial entitled: "We must have it," in which it says a few plain words to the present legislature, which that honorable body will do well to weigh carefully and thoughtfully. Says the Optic: "The honor the territorial legislature proves the people of New Mexico, that a good school law is to be passed, the sooner at body will prove it is worthy of the respect it is in. If any one man stands in the way of a good school law, it is the duty of the legislature to brush him aside and proceed with legislation. Its legislature was not elected to advance the personal interests, or to protect the property, of any particular individual, against just taxation; but it is elected by the people to enact just and wholesome laws, and particularly to see to the territory such a law on the spot of education as will keep our schools open at least nine months in the year."

Two principles on this subject should be maintained by every legislator in the future: First, the power to build school houses the districts by district bonds, reasonably limited.

Second, the power to maintain schools the districts by a levy of district tax for school purposes, reasonably limited. These remarks are timely and to the point, and it would be well for every member of the legislature to stick a pin in it. If they could hear directly from their constituents they would ascertain the various measures before them, and amend the code of civil procedure of nearly less importance to the people than the simple proposition mentioned for amending the public school law. There are a great many things that we need in New Mexico, out and most important of all time is a set of the territorial legislature such as to establish and maintain good schools. Given this, we can discuss other matters of our leisure, but we have this, nothing else will be needed. The trouble with our legislators, as well as with nearly all other legislative bodies, is that the lawyers prevail, and they imagine that the solar system revolves around their affairs, and consequently, the time measures of importance to the public are taken up with acts relating to the "petty" details. The demand for a good public school system for New Mexico has been growing for several years past, and is becoming more imperative. The time has now come when no matter, whether republican or democrat, can longer afford to disregard it. It is a matter of comparative small importance to the people of New Mexico that the legislature pass the Mills and the Whitman bill, or the Stover amendments to the present law, since all reach the same end by slightly different routes; but unless one or the other of these propositions receives the sanction of the legislature, then give us a law, under which we can have public schools, the sentiment of the people will be that the session of the legislature is a failure.

THE ATLANTIC & PACIFIC.

The work of construction commenced on this line, some ten or more miles, the enterprise has been in the hands of a great variety of managers, at times being controlled by the owner, who cared only for his own pocket, and made everything that he could get out of it, and at others, by the

apostle of economy, who economized everything, to the extent of sacrificing the rolling stock and road bed in order to keep expenses down. But the only business sense which has ever been at the head of the concern is that which is in the management at the present time.

The present general manager took charge of the road at a time when it was so thoroughly run down that it could hardly be called a road, and while he has succeeded in making fairly good time, every day, he has also improved the property to such an extent that it is worth fully fifty per cent more now than it was when he took charge. The present time table is so constructed that it is almost impossible for human skill to get the trains through on time, because the hours allowed are not sufficient for the distance to be covered, but we venture to assert that no man in the United States could come nearer doing it than the present general manager. And in addition to keeping the property in first class condition, or as near that as possible, he has made numerous improvements of a minor character, no one of which figures conspicuously by itself, but which, when combined, add very materially to the facilities of the company and to the valuation of the corporation's property. The old saying about the "right man in the right place" never had a better illustration than in the present general manager of the Atlantic & Pacific road.

THE COMMERCIAL CLUB.

The Las Vegas Optic of Monday evening has the following kindly notice of the Albuquerque Commercial Club, in which it says that institution a very handsome compliment upon its energetic methods:

The Albuquerque Commercial club requires an initiation fee of \$50, and its regular monthly dues are \$4.00 for resident members and \$2.00 for non-resident. Of the latter there are eleven. This gives the club a starting fund of \$4,000 and a monthly income of about \$325, or a yearly income of say \$4,000. None of this income is spent on the real property which the club is preparing to own. After the necessary expenses of running the club have been met, the remainder of the income is expended in the several ways of booming the town. Most of it goes to the press, at home and abroad, the club realizing that such advertising of the town is preferable to all other.

For the purpose of building their club house, they have organized a building association, composed from among the members of the club, though all members of the club are not members of the building association. To belong to the building association, requires a fee of \$500 to start with, and the same monthly dues as are paid by other members of the club.

Among the members of the building association are found the names of J. E. Elder, S. N. Fulcom, Chas. Zeiger and Wallace Hensel, former citizens of Las Vegas; and also, the names of A. M. Blackwell and J. S. Reynolds, who still reside here.

The situation of the Las Vegas Commercial club is invited to the broad methods pursued by their younger sister at Albuquerque. The expression, young or sister, is employed because the Las Vegas club is older by several months than the one at Albuquerque; yet the latter makes a far more vigorous use of the press, and collects and expends a much larger sum of money.

THE PRECIOUS METALS.

The annual report of the Wells-Fargo express company gives the following as the output of precious metals during 1890:

The states and territories west of the Missouri river, including Columbia, gold, \$432,156.916; silver, \$62,939,831.30; copper, \$20,569,092; lead, \$11,569,571. California produced in gold \$9,896,761; silver, \$1,806,253. Nevada, gold, \$2,033,844; silver, \$6,546,622. Oregon, gold, \$965,040; silver, \$71,000. Washington, gold, \$194,000; silver, \$95,000. Idaho, gold, \$3,266,023; silver, \$10,286,167. Montana, gold, \$2,764,119; silver, \$22,620,339. Colorado, gold, \$4,100,831; silver, \$13,184,436. Utah, gold, \$98,708; silver, \$12,170,377. New Mexico, gold, \$376,084; silver, \$1,285,951. Arizona, gold, \$1,150,486; silver, \$6,446,863. Dakota, gold, \$3,455,591. Texas, silver, \$249,423. British Columbia, gold, \$361,255. Mexico, gold, \$12,000,000; silver, \$415,645,000.

It is said that the business of a territorial citizen people during the summer season in New Hampshire causes \$5,000,000 annually to be left in that state. This money is collected almost exclusively by farmers. It calls attention to how valuable the tourist business may be to a country offering attraction to tourists. By proper advertising New Mexico can reap a rich harvest from this source. It offers attractions to tourists not found elsewhere in the United States.

It looks from the despatches received by Governor Schell from General Miles as if the Indian trouble in the Sioux reservation was over. The anti-republican camp of hostilities has come into the agency surrendering weapons. The number which have thus surrendered is not less than 4,000, and while a few of the young men will, perhaps, attempt to secrete their arms, General Miles believes that the disarmament will be virtually complete.

The receipts of Colfax county last year were \$16,219.30, and the expenditures \$17,735.18. Nearly all the counties in the territory last year expended more than they received. When is this bad state of affairs to end?

New Mexico cannot afford to spend more than \$10,000 on a world's fair exhibit.

GALLUP is one of the best and most prosperous towns in New Mexico.

A SOLDIER'S HOME.

As time passes, and the veterans of the late war grow in years, the number of helpless among them, who need to be cared for and provided with homes by the government, is steadily and rapidly increasing, and though the United States already has several excellent institutions of this kind, the necessity for more and greater accommodations is even now apparent; the matter is being considered in official circles, and there is hardly a doubt that the coming congress will be called upon to provide several new homes, in different parts of the country, for old and infirm veterans, who cannot find accommodations in the present institutions, or take the long journeys necessary to reach them. In all the vast empire of the southwest there has not been a single institution of the kind yet established by the government, and the old soldier in this region, who may be unable to take care of himself, must seek asylum in the county poor house, if the county is so fortunate as to have one, and if not, he must depend upon the charity of the public. The nearest home to this point is a thousand miles away, on the extreme eastern border of Kansas, and in so far as concerns taking care of the infirm veteran of this part of the country, might just as well be in China. There is a present necessity, which is constantly increasing, for the establishment of such an institution in the southwest, and there is every reason, natural and commercial, for its location at Albuquerque. The railway system, and all the public routes of travel, have now become so shaped and fixed that this town is more readily accessible from every point of the southwest than any other place in the district named, and thus affords the most convenient point for the greatest number of those for whose accommodation such homes are established. And so far as natural conditions and advantages are concerned, it is well known to everybody that there is no spot on the American continent where such conditions are superior to those found in the beautiful valley of the Rio Grande. It is especially important to old people and invalids—such as nearly all the inmates of such a home would be—to escape extreme cold and avoid violent and sudden changes, and there is no point in the United States where this can be more successfully attained than at Albuquerque, where the beautiful, equable and genial climate, with its almost perpetual sunshine, would enable the veterans to take out-door exercise with comfort almost every day, in the year, while the products of the soil are so varied and bountiful that the table could always be supplied with the best that the earth produces, and at comparative low prices, thus enabling the government to take better care of its disabled veterans at this point than can be done anywhere else for the same amount of money. We desire to see all these facts brought properly before congress, and we desire also to call attention of our own people to the additional and very important fact that the time is now ripe for moving in the matter of securing the location of a soldiers' home at Albuquerque. That additional homes are even now demanded is well known; that their location and construction will soon be ordered is generally conceded, and that no better point in the United States can be found for the location of one such institution than Albuquerque is abundantly substantiated by the facts.

GRAND LODGE.

The Territorial Grand Lodge, A. F. & A. M., meets in Albuquerque next Monday and the town will probably be well nigh filled with the brethren from all parts of the territory during the greater part of the week. A great deal of business of importance to the order will come before the lodge, but the matter of most importance to the town will be the consideration of a proposition to establish the home of the Grand Lodge permanently at Albuquerque. This is a matter in which outsiders, as well as members of the order, are very largely interested, and we take pleasure in being able to say that there is every reason to believe the proposition, which comes from the lodge in this city, to put up a fine building will be accepted, and that a building will be put up, which will be creditable to the order and to the town. While this will be desirable and valuable, because of giving us another elegant building, the house itself will be the least item in the matter, the fact of making this the permanent home of the Grand Lodge, will draw to this place every year a large number of representative citizens from all parts of New Mexico, and thus bring Albuquerque and the people of the territory at large into much closer sympathy.

NEW SCHOOL LAW.

It seems to be the general opinion of the friends of education throughout the territory that the best action that could be taken by the present legislature on the important matter of our public school system, would be to pass the bill introduced by Senator Pera, of this country—with some slight changes—as an addition to the present school law. This, with the amendments to the old law proposed in two short bills by Senator Stover, would give us just as good modern public school machinery as is possessed by any state in the union. The objections to the measure introduced by Senator Mills, of San Miguel county, are that it is altogether too voluminous; that it undertakes to reconstruct the entire school law, when there is no necessity for anything beyond a few amendments, and that, while it is copied in the main, from good laws in certain states, it has been done without sufficient care being given to adapting its provisions to the differing conditions which exist in this territory. These are all valid objections. Its length, alone, would defeat it, since the legislature would hardly have time, during the remainder of this session, to give it such consideration as an important measure of this kind should receive. The bill of Mr. Pera, on the other hand, is quite short, and as an addition to the present school law, would cover the ground even more thoroughly than the bill of Mr. Mills. The only radical defect in the present school law is that it does not make any distinction between school districts in the country and those in towns; does not give incorporated towns control of their own schools, nor confer on them such powers as are necessary to enable them to put up such homes and conduct such schools as the public necessities require. But all these defects are effectually remedied by the measure introduced by Mr. Pera, the passage of which, together with the Stover amendments, as we have already said, would give New Mexico as good a public school system as that of any state in the union.

WE SHOULD HAVE ONE.

The Las Vegas Optic of Wednesday evening says: "The Commercial club last night agreed to take five thousand copies of Mr. Edwards' pamphlet. This work is to show forth the resources of this part of New Mexico, and ought to be liberally patronized by the country and every business man in Las Vegas."

There is a suggestion in that to the citizens of Albuquerque and Bernalillo county, which should be acted upon promptly. We ought to have something of the kind here, and have it right away. The coming spring will be the best time for advertising New Mexico abroad we ever had, and the people of this county cannot afford to let those of other sections of the territory get in ahead of them. Our interests demand that we should have a publication such as is mentioned above, setting forth the resources of this portion of the territory, to be distributed broadcast all over the country; but it is hardly fair that the Commercial club should be called upon to bear all the expenses. It is a work that will be of interest to everyone, and everyone should help. The club, with its one hundred members, is already doing a large amount of good work for the town; if the other 32,000 people of Albuquerque would do as much in proportion, we should have the town advertised all over the world. Of course, it is not expected that every citizen can do as much as the average club member, but there are hundreds of business men in the city, not members of the club, who are just as able to do something for the public interest as those who are members, and who derive just as much benefit from whatever is done. In work of the character above indicated, all should assist, and if we all help a little, the burden upon each one will be but trifling.

JUSTLY INDIGNANT.

The gentlemen of the New Mexico legislature have just made an exhibition of their virtue and incorruptibility which does us proud, and hereafter when we read of legislatures in the effort to be tampered with by railway monopolies, we shall take a high degree of satisfaction in pointing to the course pursued by our own law makers at Santa Fe when subjected to temptation. The president and board of managers of the Texas, Santa Fe & Northern railway forwarded to the capitol building, a few days ago, free passes over their entire system, for all the members and officers of both houses. In a majority of the states of the union, we are sorry to say, these passes would have been accepted, and the gentlemen holding them would thereafter have been compromised in all their acts relating to railway monopolies, but our representatives are not built that way; they very promptly and with becoming indignation, returned the passes to the railway authorities, who had thus attempted to bribe them, accompanied by a resolution to the effect that it was not worth while to come to over them in any such way, and if any one of our thirty-six legislators, has occasion to travel over any one of the twenty-eight miles of railway which constitute the system of the Texas, Santa Fe & Northern Railway company, he can go afoot—and get there in about the same time. It is useless for that corporation to attempt to buy our representatives with free passes; they are not that sort of persons, and besides, none of them ever has occasion to travel over that line.

The statistics of the churches of the country, to be included in the report of the eleventh census, will be of unusual value for the reason that no reliable survey of all denominations has ever been published. An attempt has been made to secure the information during the preparation of the tenth census, but the returns gathered were so tabulated and so no report was published.

The citizens of Boston propose to hold a mass meeting in Faneuil hall to protest against the free passage of silver. Democratic Boston appears to be out of sympathy with the west.

A GOOD MONTH.

Agent Farnsworth has supplied Superintendent Mudge, of the Rio Grande division of the Santa Fe, with the following correct exhibit of business done at this station for the month of December: Passenger Ticket sales, local, \$38,895, against \$71 last year; westward, \$1,333, against \$801.02 last year; eastward, \$230,500, against \$253,855 last year; total, \$1,364.45, against \$3,159.91 last year.

Extra baggage receipts, local, \$28,355, against \$92,800 last year; westward, \$24,000, against \$80,201 last year; total, \$52,355, against \$173,001 last year.

Freight—Received, collect, \$55,294.72, against \$39,480.44 last year; advanced charges, collect, \$4,688.92, against \$5,488.64 last year; total, \$60,983.64, against \$45,969.08 last year.

Freight—F. O. D. prepaid, \$88,337, against \$459,000 last year.

Weight of freight forwarded, pounds, 1,948,300, against 1,317,508 pounds last year; total, \$65,555.53, against \$41,269.20 last year.

Weight of freight received, pounds, 17,218,771, against 5,576,380 last year; total cash charges to station, \$9,555,253, against \$41,880.20 last year.

Tonnage of freight, forwarded, received or transferred, handled by employees, pounds, 15,572,442, against 10,330,760 last year; cost per ton, \$50.47, against \$66.80 last year.

Freight forwarded and received, handled by consignees, number of car loads, 502, against 130 last year; weight, pounds, 16,048,916, against 3,751,790 pounds last year.

Station pay roll, \$4,641.10, against \$3,456.33 last year.

BRIEF SAYINGS.

Twelve engines per day take coal at Chama.

The Denver & Rio Grande has built a car and tool house at Chama.

A two cents per mile passenger rate bill has been introduced in the Illinois legislature.

Fleck & Henderson have thirty men at work at Chama who get out 400 rail road ties per day.

W. H. Mills, freight conductor on the Winslow division, has gone to Denver on a short vacation.

M. B. Heifner has been promoted to the position of conductor on the Raton & Las Vegas division.

Conductor Snyder, on the Raton division, has returned to his duties from a visit to Pennsylvania.

Fort Worth is agitated over the report that the Union Pacific would absorb the Fort Worth & Rio Grande.

Master Mechanic Hancock, of the Atlantic & Pacific, got in this morning from a tour of inspection over the line.

The Larist says the cattle shippers at Magdalena want a cattle inspector appointed to superintend shipments from that point.

George W. Mealy, C. M. Gurley and George O. Johnson, employees of the Las Vegas round house, have quit work. They will move south.

Business, which was a little slack on the roads the first two weeks of this year, is beginning to pick up, and the boys are all making good time.

General Manager Duncan, Superintendent Binell and a number of other officials of the Union Pacific, are on a tour of inspection of that road.

A road that starts somewhere in Dakota, runs south to Wichita, Kan., and then on to Galveston and deep water, is the latest scheme to blossom out.

S. M. Rowe, of the engineer department of the Santa Fe road at Topock, made a flying trip to this city yesterday, stopping only between trains, and returning east.

Harry McCarty, the Atlantic & Pacific engineer, is home again from his mission to San Francisco, where he attended the last and rites over the death of a sister.

The G. H. & S. A. railway company has donated \$1,000 toward the purchase of the 290 acres more of land required by the government for the proposed new fort at El Paso.

The Union Pacific wishes a hundred years in which to pay its debt to the government. It will probably be that length of time before congress comes to a vote on the matter.

The gross earnings of the Missouri Pacific system for 1890 were \$25,452,479, an increase of \$1,969,011. The gross earnings of the Iron Mountain for the same period were \$10,873,047, an increase of \$839,613.

The Santa Fe company have made arrangements for 250 new refrigerator cars for their orange trade in California. About 150 have passed through already, and the rest of them are being rushed along as fast as possible.

John W. Yoag, of Salt Lake City, has notified the Utah Central railroad officials that he has succeeded in securing \$50,000,000 in American capital pledged to build a line from Salt Lake to Chihuahua, Mexico.

The several railroads entering Galveston will issue tariffs about February 1st, conceding fully 30 per cent discount throughout the north and west. This means a great deal for the jobbing con-

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day a common point in Colorado, Kansas, Nebraska and other states will get the benefit of the reduction which enables them to compete with the jobbers of the intermediate west.

Mr. and Mrs. C. H. Morehouse, accompanied by Miss Lillian Hirst of Albuquerque, left last night for an extended tour of Mexico, and will visit the principal points of interest of our sister republic before returning.—El Paso Herald.

Capt. F. T. Berry, general agent of the Atlantic & Pacific, is doing a good thing in introducing into New Mexico a potato which has done well in the San Joaquin valley, California. This territory needs to improve its supply of seed potatoes.—Optic.

J. N. Woods the Atlantic & Pacific engineer who accompanied the remains of George H. Hauser to Michigan City, Indiana, for burial, returned home last night. He reports the funeral large and good service expressed over the fate of Engineer Hauser.

Capt. F. T. Berry, the energetic passenger agent of the Atlantic & Pacific company, is introducing a prolific potato grown in the San Joaquin valley, California. He says this variety of potato, with a little irrigation, will be just the thing for this valley.

The railroad agents are rushing around in California at a great rate, getting ready for the orange business, which will open up in earnest in about ten days. The boys propose to make things hum in southern California this season, so far as the fruit business is concerned.

Hon. John Evans and Judge S. H. Elbert of Denver, both of whom have occupied the executive chair of Colorado, were in Fort Worth. Although in public life a good deal, the ex-governors have found up for themselves some handsome times of railroad construction in the new west.

Capt. Berry, of the Atlantic & Pacific, has received an invitation to attend the Deep Water convention at Galveston on Feb. 7. It is the handsomest and at the same time the most unique invitation card the reporter has ever seen. The printing and general work is beyond surpassing.

Among the permanent railroad officials who died last year were eleven presidents, four general solicitors, three general managers, ten superintendents and assistants, ten general freight or passenger agents, two chief engineers, six general agents and six heads of locomotive or car departments.

Engineer Frank Garrett and Fireman F. W. Frisney of the night switch engine, called at THE CITIZEN office this morning and stated that it was the engineer of a road engine who whistled the other morning, arousing the whole town in the expectation that a fearful fire was raging. The engineer was mad because he could not get into the yards as soon as he desired.

The Mexican Central railroad company expects to soon resume construction work to Mexico, and arrangements with that in view are now being consummated. Probably the first work to be undertaken will be the partly finished Colima branch, as it is believed that its construction will result in increase of traffic to the Mexican National with which it connects at Guadalajara. Colima is on the Pacific ocean, and many improvements have been made at the harbor.

J. E. McGuinn, general lumber agent of the Santa Fe, recently made an extended trip through Kansas and Texas and the southern states. "They have had heavy snows in southwestern Kansas which makes a fine wheat crop for next year an almost sure thing, and I look for more and bigger crops in Kansas next season than for a long time. Yes, the southern states are very prosperous considering the dull times in the north and west, and I do not know but that they are in better shape than any other section of the country."

A Villard scheme is rumored from Philadelphia which is that the North American company will try to buy back some part of the 198,000 shares of Northern Pacific preferred stock which it lost in the grip of the money lenders. As a part of the scheme the Northern Pacific directors are to advance the preferred dividend from 4 to 5 per cent. When the North American company gets the preferred stock and has made it valuable through the increased dividend, it can turn about and exchange this stock for Northern Pacific bonds. The Northern Pacific preferred being retired, the common will be made valuable.

Engine 704, Engineer Bradbury, performed rather a remarkable feat on the 18th. He left Raton at 12:30 a. m. on the second section of No. 2, arrived at La Junta at 4:30 a. m. Left La Junta at 9:30 a. m. on the second section of No. 3, arrived at Raton at 1:50 p. m. Left Raton at 7:20 p. m. on the first section of No. 37, and arrived at La Junta at 12:30 a. m. the 19th, thus making a round trip and a half, 315 miles in 24 hours, besides having ten hours and forty minutes rest at the terminals. This is a record seldom equaled and reflects great credit, both on the mechanical and transportation departments.—Raton Reporter.

Col. John Norradale, the deputy internal revenue collector, and a great admirer of military doings, writes Governor Prince that a number of the duke city's residents are considering the matter of organizing a battery if a Gatling gun, and a 12 pound brass cannon can be secured from the government.

TERRITORIAL.

Jefferson Reynolds, the banker, is in Sierra county.

Dr. Etnis, formerly of Pinos Alton, is now a resident of Guaymas, Mexico.

Mrs. Julia Biscarra, mother-in-law of Mr. Shryock, of Las Cruces, died the other day.

C. W. Uptegrove and L. D. Sager, of Cerrillos, are contemplating a trip to Oregon next month.

J. H. Vaughn, assistant cashier of the First National bank, Santa Fe, has about recovered from his illness.

Foreman Holloway, of the Santa Fe Electric Light company, has removed his family from Denver to that city.

The celebration of the silver anniversary of the wedding of Mr. and Mrs. W. H. Coleman, of Cerrillos, was quite a pleasant social event.

Rev. C. I. Mills, late professor of the Albuquerque college, has by invitation of the Methodist people in Santa Fe, been appointed pastor of the church there.

Harry W. Lucas has been appointed postmaster of Silver City, succeeding Ed. Young, who resigned. Harry is a bright and thoroughly competent young man.

Dr. J. H. Warner, of Columbus, Ohio, a retired physician and an occasional newspaper correspondent, was in Las Vegas accompanied by Mrs. Warner on their way to the coast.

Miss Allie Keene, of Cerrillos, suffered quite serious injuries from a fall. She slipped on the ice near the door and falling, her head struck the door step, rendering her unconscious.

Judge W. M. Oliver, of San Marcial, accompanied by his daughter Grace, left for Buffalo, N. Y., the other night. They take with them the remains of Mrs. Oliver, who died last July, for final interment at her old home.

Carlton Post, G. A. R., of Santa Fe, is unfortunately just at present in having five of its members on the sick list, none of them seriously ill. The ailing ones are Col. E. W. Wynkoop, Capt. E. W. Wood, Capt. John Ayer, S. D. Lamer and Edward Krumpel.

Chicago has every reason to be proud of her record for 1890. During the past year there were erected in that great city buildings covering a frontage of fifty and one-half miles. The figures of the inspector of buildings for the year are interesting: New buildings erected, 11,008; feet frontage, 205,184; total cost, \$47,232,100. The largest previous building year was 1889, when 4,981 buildings were erected, with a frontage of 118,575 feet, and at a cost of \$25,088,500. The year 1890 exceeded the previous year with 6,027 houses. The excess of frontage was 105,711 feet. The cost of the buildings exceeded by \$22,600,000 those of 1889.

Five feet of snow in Spain, with a heavy storm prevailing around Madrid; settlements bloated in and people starving to death in northern Africa; great snow storms throughout England, and intense cold and suffering in Paris; half a foot of snow in Naples, and general inconvenience and suffering throughout Italy. Who can read of this distress and longer refuse to believe this glorious January day that the finest winter climate in the world is the good fortune of the people of the Rio Grande valley?

The ship is not a theory but a fact. The inventor, Mr. Pennington, has just completed one at Mount Carmel, Ill., and shipped it to the owner, Mr. James A. Pennington of Chicago. It is thirty feet in length, weighs only 100 pounds and will lift 105 pounds. Mr. Pennington is said to have paid \$100,000 for his ship.

The Italian government pays about \$2,000,000 a year to steamship lines for carrying the mails, while the United States pays about \$1,500,000 a year for carrying its freight and mails. Not one cent of this ever comes back to the country.

The production of European beet sugar last year was nearly equal to the cane sugar output of the entire world. The beginning of this vast industry was a subsidy of \$85,000 to the first beet sugar factory in Prussia some ninety years ago.

SOUTH AMERICA has two fresh revolutions, one in Chili and the other in the Argentine Republic. As usual it is almost impossible to obtain authentic news; but both disturbances seem to be local and comparatively unimportant.

JACOB H. GALLINGER, who will succeed Senator Blair from New Hampshire, is an old Cincinnati printer, and will add another name to the list of editor printers in the senate.

JAN G. BLAIR differs from Grover Cleveland in many respects, but in none to a more marked degree than this: He is not popular in England and Cleveland is.

CALIFORNIA'S splendid victory in November will give an unexpected republican senator to succeed Senator Hearst, who must die from his present illness.

The Indian war is practically over, but the legislatures are furnishing all the warlike excitement that a reasonable public ought to demand.

Domino is again on the boom, some twenty hundred lots last week changing hands. Work on the railroad will soon commence.